

**Historic Columbia River Highway Advisory Committee
 March 18, 2003
 Wood Village City Hall
 Wood Village, Oregon**

Members Attending:	Bill Pattison, Carolyn Wood, Charlie Sciscione, Jerry Igo, Wayne Stewart, Jack Wiles, Ernie Drapela, James Hamrick.
Staff Present:	Jeanette Kloos, Robert Hadlow.
Others Attending:	Brett Sposito, Larry Bush, Sam Wilkins, Kevin Bracy, ODOT; Shirley Howard, Minnie Belle Johnson, Portland Women's Forum; Mike Stovall.

Bill Pattison, chair, called the meeting to order. Ernie Drapela noted that he did not receive a copy of the minutes. Charlie Sciscione clarified that the Crown Point Viaduct does not carry motor vehicles; it is a walkway. So weight or length of vehicles allowed would not make any difference on the structure. Length and width of vehicles is more of a problem on the Multnomah Falls Viaducts. So the issue of usage of the HCRH by RVs is a general issue, not specific to Crown Point Viaduct, so the reference in the minutes should be changed from Crown Point Viaduct to HCRH. The Advisory Committee approved the minutes of the January 29 meeting as corrected.

WARRENDALE TO MOFFETT CREEK RAILING

Kevin Bracy presented an update on the Warrendale to Moffett Creek project. Last fall ODOT was preparing to do some geotechnical exploration and then stop work on the project, due to lack of funds. Recently, we have learned that approximately \$219,000 remains in High Priority Project funds, which can be used to continue the preliminary engineering on this project. ODOT is now proposing to take the eastern 0.6 mile of the trail to Final Plan stage by August 2004. Applications for Enhancement funds and Public Lands Highway Discretionary funds have been completed, with requests for \$3 million (the total project is estimated to cost \$9 million). Kevin will try to resolve issues for the full length of the project, including Union Pacific Railroad easement, Multnomah County development review and the railing design.

Kevin provided three cross section drawings (attached) and explained the railroad "window" (area that the project needs to avoid – 25-foot horizontal by 23-foot vertical). At the narrowest point, the bottom corner of four bents are within this window. Larry will investigate several options suggested, including haunches, steel beams and tapered bents. Union Pacific Railroad has requested access to their tracks, so ODOT is exploring whether the project can provide any accesses that would be used

during construction and remain for railroad use.

There were several questions about the GeoWeb retaining wall. Larry Bush explained that the wall is made of semi-rigid, high density polyethylene, filled with maximum 3-inch rocks. The layers are off-set to provide a 4 to 1 batter. The material was originally designed to carry army vehicles over sand and is now used for channels and other applications. The face is vegetated with native plants in our application.

Wayne Stewart presented some revised drawings of the proposed railing. Based on the last Advisory Committee meeting, an arch was added and the height was adjusted to the bike standard (54-inches). Based on the bike path requirements (12-foot path with 2-foot shy distance from obstacles) the proposed posts were changed from 16-inch square to 12-inch square. Pillars are proposed every four sections, with 6-inch by 6-inch tubes for the other sections. The arch is proposed to be welded to the pickets on the inside.

Charlie Sciscione noted that the McCord Creek Bridge railing will be in the direct “line of fire” for sanding material from snowplowing. He asked if this will damage the railing. Charlie also asked if the railing was acceptable from the visual subordination standpoint. He suggested that it would be more efficient to take this design proposal to the CRGNSA next, rather than waiting for the design to be completed.

James Hamrick said that the proposal was really great. It builds on the family of railing designs. He could not imagine objections from the visual standpoint.

Jack Wiles asked about the color – black or grey? Would the centers of the posts be exposed aggregate? Wayne said they could be exposed aggregate, if desired.

Bret Sposito said that obstructions, such as the posts, are an issue. Wayne said that the posts will stick out 6-inches into the path, with the rail about 4-inches. The large pylons will be set out from the path a bit, off the end of the bridge. It is an intrusion, but it is a consistent amount. City of Portland has used galvanized metal with paint, rather than powder coating, because if the paint chips, it will not rust. Charlie Sciscione asked if the rail could be moved to be flush with the inside of the pillars. Wayne said that was possible, but it would lose something from the visual standpoint.

Larry Bush thanked Wayne for his efforts; Larry is excited by the proposal.

Bret asked about the pervious pavement proposal. Will weeds grow through it? This is a problem on the Springwater Trail. Perhaps a textile barrier for weeds could be placed under the pavement.

The HCRH Advisory Committee unanimously passed a motion recommending that ODOT proceed with the effort to develop the railing design further, and commended Wayne Stewart for his work.

MEMORIALS AND LATOURELL

Jack Wiles presented handouts from the last meeting (attached). There was no motion at the last meeting, but Jack thought that the conclusion of the discussion was that no benches were recommended along the HCRH except where site designs had been prepared that included benches. Carolyn Wood agreed, with the clarification that non-HCRH parks in the Gorge could have some benches, subject just to OPRD approval. People desiring a bench memorial should be directed to OPRD for non-HCRH sites.

Jack said that several sites could accept a bench (Latourell, Starvation Creek, Mitchell Point) but he questioned whether it was desirable to place a bench without completing a site design.

Carolyn Wood asked that Jack bring back a package of options and potential costs, along with the criteria for significance of people or thing being honored.

Jerry Igo said that he had recently traveled to Arizona and Mexico. It is obvious that neither have policies. In Jerry's opinion, less clutter is better.

Jack will bring a more formal report to the next meeting.

Jack asked about Adopt-a-Park and Adopt-a-Highway signs. At OPRD facilities, Jack has directed his staff to put such signs on existing cluster boards or kiosks, rather than on new, stand-alone signs. Charlie Sciscione said that ODOT is restricted on where it can put the Adopt-a-Highway signs; they cannot be combined with many other signs (regulatory). Sections on the HCRH are two-miles long. Jerry Igo asked how much monitoring is done to make sure that the people who adopted an area are doing the work they promised. Charlie said there was probably not enough monitoring, just at renewal time. Litter pick up is only required twice a year and is probably needed much more often than that. Jerry said that he picks up litter at the exit 69 interchange every three weeks; twice a year is not enough. Ernie Drapela asked how we can encourage people to pick up litter because it needs to be done, rather than for the recognition of a sign. He noted that Oregon is doing a better job than Washington or Nevada, but improvement is still needed. Charlie said that there is also a

fund dedicated to litter pickup by students during Christmas, Spring Break and summer. They prioritize the areas that are most visible.

It was noted that there was a lot of trash around Memaloose Rest Areas during Spring Break. Jerry Igo said that some trash trucks only have a tarp, rather being sealed. Carolyn Wood noted that the trash trucks used to be washed regularly but have not been washed recently.

MOSIER UPDATES

Sam Wilkins reported on the last Transportation Growth Management meeting that he attended, with Carolyn Wood. The totem proposal is progressing well. Several different locations are being explored between the tracks and the HCRH in downtown Mosier, east of the Growers building. The totem will be about 30 feet tall. The new Rainbow proposal from the Mosier Alliance is to lease both the ODOT portion of the Mosier Pit and the Hood River Sand & Gravel portion, providing rock from both. Sam did not know what ODOT's reaction to the proposal will be. Jerry Igo said that the proposal, particularly how to remove material, was very much up in the air. He also said that the Mosier water system is precarious. There are two wells on the site that could be used for future domestic water supply.

TRUCKS AND RVS ON THE HCRH

Charlie Sciscione explained the process for addressing issues with trucks and RVs on the HCRH. First we need to study the current situation and develop a proposal. It would eventually need to be taken to the State Traffic Engineer.

The McKenzie Pass situation began because trucks were getting stuck on the curves; there were a couple of turnovers and accidents. The 35-foot length was engineering judgment, not science.

RAZ buses are about 40 feet long. The accident data on the HCRH indicates that all areas are below the SPIS level (top 10% of sites are on the SPIS list) (see attached information). Most of the accidents involve cars; one was with a truck. The Average Daily Traffic (ADT) is very low—less than 1,000 from Crown Point to Ainsworth and from Mosier to The Dalles. (The ADT for Interstate 84 is 29,000; for Interstate 5 it is 150,000.).

The last legislature passed a bill that the National Highway System facilities would allow 55-foot vehicles (65-foot, with stinger) unless posted otherwise. The HCRH has been posted for 50-foot maximum length, except with special permit. Previously Bridal Veil and Shepperds Dell were posted for weight and RAZ buses were not allowed. These have since be repaired with a fiber wrap and are back up to legal loads.

The biggest employer for Corbett is Multnomah Falls. Much of the business is from passengers on tour buses. The community would not want any restrictions that would disrupt tour bus use of the HCRH.

The triathlon proposal had enough negative feedback from the community it was withdrawn. (The community had a particular problem with the date, since Father's Day is one of the four biggest days for Multnomah Falls.)

The East Multnomah Falls Viaduct may be weight-limited soon.

Charlie summarized that the HCRH issues do not seem to be the same as those at McKenzie Pass. ODOT does not want to restrict traffic without a strong reason. Charlie asked the Committee, what is the problem – weight or width or length?

Ernie Drapela said that he was not thinking of restricting usage, but of cautioning drivers of long vehicles. Operator education is needed. Some RV drivers do not have a good idea of how much their mirrors stick out. The issue was raised by people at the Howard Canyon Quarry PAM hearing.

Charlie said that he would need to check the Manual on Uniform Traffic Control Devices, but there may be a way to address this with caution signs. However, he wants to avoid "sign pollution."

Sam Wilkins said that he had placed 50-foot length restriction signs at Rowena Crest and Rowena. Signs at Mosier and The Dalles warn of the restriction ahead.

Charlie said that the bike issue is difficult, particularly when motorists become impatient and cross the centerline on blind curves. Education is important. Sam Wilkins said that the "Share the Road" rider will be in place in Region 4 by Memorial Day.

Jerry Igo said that he has ridden the HCRH on a bike and in a tour bus (35 times last summer, from The Dalles to Troutdale). The Rowena Loops are fine. Jerry recommends that Crown Point to Ainsworth one-way for tour buses and motor homes (west to east).

Wayne Stewart asked about the increase in legal load weight from 80,000 to 105,000 pounds. The HCRH was not designed for this weight of vehicles. With more cycles of heavy loads, is there more damage to bridges? Charlie Sciscione described the ODOT cracked bridge situation and proposed solution (raise new funds, replace bridges on Interstates; program also seen as an economic program.)

VISTA HOUSE SIGNING

Jack Wiles presented information on the current signing for Vista House from Interstate 84 (attached). Charlie Sciscione presented some proposals for different signing (attached). Jerry Igo noted that neither Vista House nor Crown Point is listed on the State Highway map. Jack Wiles prefers directing people to Corbett Hill Road, because drivers can see Vista House from there, while they cannot see it from exit 18. Jack proposed using a symbol of Vista House on the signs. Jack noted that RVs are directed up the hill to the Corbett RV Park by the blue tourism signs. Corbett Hill Road does have a 10% grade, but the volume is probably lower than the HCRH. Carolyn Wood suggested that caution signs be placed early enough that drivers can make the decision not to proceed.

Charlie Sciscione said that the issue should be outlined in a letter to ODOT traffic engineers. The HCRH AC directed Jeanette Kloos to draft a letter for AC review that would include: 1) add Vista House to the diagrammatic signs; 2) add HCRH or Vista House as a destination at both exit 18 and 35; 3) AC supports OPRD request for signs at exit 22; 4) "Vista House" should be used rather than "Crown Point". The AC unanimously passed a motion to that effect; Charlie Sciscione abstained from #3, because he wants to talk to traffic engineers about this proposal.

VISTA HOUSE INTERIOR RESTORATION

Jack Wiles said that six consultants are now on board to design the interior restoration of Vista House. A paint analysis is being performed. They expect to refinish plaster, handrails on stairways, work on the heating and ventilation system and septic system. The goal of fundraising is \$2 million; \$1.3 million has been raised. Re-opening is scheduled for May 2004. There has been no leakage into the building with recent rains. Exhibits are planned for the lower level (see proposals, attached). James Hamrick noted that there had been some recent movement on the ADA issue. Ernie Drapela noted the fundraising auction scheduled for May 17.

MOSIER TGM GRANT

Sam Wilkins presented information about the proposed change in the intersection of the HCRH and the access to Interstate 84 in Mosier. Traffic was counted for 11 hours; there were 851 vehicles. 92% were headed to or from Interstate 84. Only 8% were headed to the East Trailhead; two of these were heavy trucks – probably a garbage truck. The proposal would cause 92 percent of the traffic to stop, while they have a free movement now. Since there is little traffic, there would be a great temptation to go through the stop sign without stopping. If there was snow or ice, it would be difficult to turn here.

Jerry Igo said "if it ain't broke, don't fix it".

Wayne Stewart said that it is confusing, because you do not know when you get on the HCRH and it is difficult to find the Mosier Twin Tunnels. This link has been taken out and the HCRH should be put back together. In addition, there is a desire to slow traffic down. It would also provide a place to put a sign that said tunnels to the left, Mosier to the right.

Jerry Igo said that there is local signage. The school zone already slows people down. A stop sign seems like overkill. There may be a need for better signage for the HCRH.

Sam Wilkins noted that there is a large HCRH keystone sign in Mosier. If there are too many signs in an urban area, they get lost in the clutter. Sam said that he will not consider the proposed traffic pattern further unless there is overwhelming support from the City and County.

PROJECT UPDATES

Warrendale to Moffett Creek – Discussed previously.

Interpretive Sites and Signs – The new scope of work and contract was finally approved, February 24.

Toothrock Trailhead Access Road – Development review complete; construction July - October 2003.

Vista House- Exterior restoration is complete. \$1.3 million is available for interior restoration and fundraising continues. Jeanette Kloos will speak on April 5 for the Friends of Vista House training.

Millennium Legacy Trail Art Project – Nothing new to report.

Casino -- Nothing new to report.

Mosier TGM – Discussed above.

Cascade Locks TGM – Consultant is proposing different street light, which will need to be reviewed and approved by the HCRH AC, ODOT and SHPO.

ACTIVITY STATUS UPDATES

ODOT

Charlie Sciscione said that there was a small slide east of the Larch Mountain junction, closing the HCRH for a few hours on a Sunday. Crews have been cleaning ditches. Work has been completed to shore up the Crown Point Viaduct. Additional work is proposed to knock off loose concrete and add a rust and corrosion inhibitor on the underside of the Viaduct. The West Multnomah Falls Viaduct has some rebar showing and this will also be treated. Charlie asked which color should be used; options include: red/brown, grey and black. Ernie Drapela suggested that a color that would reveal further deterioration should be considered. The consensus was that grey would be the best color.

Sam Wilkins said that his crews had also been “chasing rocks”. The Forest Service had requested improvement in one of their access points just west of Rowena Crest. ODOT is suggesting that the access point be moved 75-80 feet to the east, for better sight distance, however, this would put it in the middle of a guardrail section. James Hamrick asked that the Forest Service provide information to ODOT and the HCRH AC on why they are proposing to improve the road. A lot of care was taken to put the guardrail in the locations indicated in the 1924 log. The AC unanimously passed a motion requesting that the Forest Service provide information to the AC.

Forest Service

No report.

OPRD

James Hamrick said that the OPRD budget has been discussed by the Ways and Means Committee. Since Lottery funds are a major percentage of the budget, it is “not bad” compared to General Fund agencies. Henry Kunowski has moved to Portland Parks; Gene Castillo will take over his responsibilities. The 2004 Historic Roads Conference will be in Portland and focus on the HCRH; save the date cards will be going out soon.

During lunch, James Hamrick and Wayne Stewart were discussing the history of the HCRH AC and realized that the AC is 15 years old this year. James suggested that committee members think about a way to acknowledge this milestone.

MEMBERS ISSUES

Ernie Drapela asked what happened with the train bridge replacement. Charlie Sciscione said that he did not hear of any problems. Bill Barnhart viewed the operation from a helicopter. Charlie will bring the photos to the next meeting.

Ernie Drapela attended a meeting at the Troutdale Chamber of Commerce discussing combining the Chambers of Fairview, Wood Village, Cascade Locks and Troutdale. See attached Mission Statement. So far, the Hood River Chamber is not interested in joining.

Ernie also attended the Howard Canyon public meeting. See attached Summary of Major Issues. The parties agreed to negotiation.

Carolyn Wood said that the train wreck near the Gorge Discovery Center is cleaned up and the area will be revegetated with native plants.

NEXT MEETING DATE AND PLACE

The next meeting will be June 5 at Bonneville Dam.

